THE WEST'S BRIGHT OUTLOOK.

E. H. HARRIMAN CHEERFUL AF-TER HIS PACIFIC COAST TRIP.

Says the Union Pacific Will Increase Its Expenditures-Hopeful, Tee, About Local Market Conditions-Future of the Southern Pacific-The Big Fair.

E. H. Harriman, head of the Union Pasystem, who returned to this city on Monday from a long trip to the Pacific oast, said yesterday that he had found conditions west of the Mississippi favorable. Mr. Harriman's trip carried him down the Mississippi Valley into Texas, over the lines of the Southern Pacific into California and eastward over the Central Pacific, Union

Pacific and the Erie to this city.

"West of the Mississippi," said Mr. Harriman, "I found the temper of the people good and the business conditions good. There is the promise of good crops in the coming season and of good business in all lines. The banks have plenty of money on hand to lend at reasonable rates of inerest and it is well employed. The people also have money in plenty and farm mort-

gages are disappearing.

When I returned from a trip through the West in the autumn of 1903 things were looking rather bad out there, and I thought ne would find on this trip evidences of a decided depression. In place of that we found a satisfied people, who were not looking for booms, but who were conservative and firm in their belief that business will continue to hold up to a normal

these conditions made on me, I may tell you that before I started we had made p our schedule of the equipment purchases for the year for our various lines We learned, however, from our traffic managers that the tonnage was holding up well, with promises of increase, and as a result we readjusted the schedules and will buy more then we had intended. The additional equipment will consist mainly

*Of course a great many Westerners were drawn into the great wave of speculation which passed over the country a couple of market depression of the past year. As a result there was a slackening of activity along some lines, but expenditures were adjusted to income thereafter and a conservative and careful feeling became widespread."

Mr. Harriman was asked if the West was now to appear as the savior of the present situation. He replied:

"Does the situation need a savior? was abroad last year when the market was at its lowest here, and since my return, and since that time, I have heard much of the great bear market that we have had. It has been a bear market undoubtedly.

It has been a bear market undoubtedly, but it seems to me that in a quiet but persistent way prices have been working to a higher level.

"The process seems to be the same as that of a person who has indulged in a detauch. He has to sleep it off afterward, always, and the debauch in speculation has been followed by the sleeping off process."

In regard to the work which has been under way on the Southern Pacific for some years. Mr. Harriman said that the end was now in sight. He hadn't thought of dividends, he said, but when they were once declared they would be continued.

"I can't say just how soon we can finish up,"he added, "nor when the extraordinary eypenditures will cease, but we are begin-

up," he added, "nor when the extraordinary expenditures will cease, but we are beginning to see daylight there. It's a good policy always to spend enough money to keep a property in economical working shape. The work is pretty well along so far as the line of the road is concerned, but some of the terminals are now in the same

some of the terminate are now in the same shape that they have been for ten years and these must be attended to.

"Generally our policy is to go slow on expenditures which might call for fresh money outside of earnings. We do not want to increase our obligations. We expenditures which might call for fresh money outside of earnings. We do not want to increase our obligations. We have not ordered any rails since the 53,000 ton order of some time ago, and will not, except for an allied line here and there.

perhaps 15,000 tons in all."

Mr. Harriman had stopped at St. Louis and expressed himself yesterday as enthusiasetic over the Louisiana Purchase Exposition. He said that it was a much greater exposition than that of Chicago. The railroads, he said, seldom made money out of such an event, since they were called upon to make extraordinary expenditures in connection with it. He returned to this city over the lines of the Erie, but said that he slept most of the way and had, therefore, ittle opportunity to inspect the road. He thought it was working out well, however, on the policy which had been put in force.

BALTIMORE COMPANIES TO PAY.

Five Which Failed After Big Fire Have \$2,000,000 for Creditors.

BALTIMORE, May 3 .- The five local fire insurance companies which went into the hands of receivers as a result of the con flagration of Feb. 7 and 8 have about \$2,000,000 to be distributed among creditors. The first payment to be made by an insolvent company will be by the Peabody which was hit hardest by the fire. It suf-

fered losses of about \$700,000 and has assets of about \$300,000.

Edwin C. Baetjer, counsel for the company, says he expects to make a distribution of 30 per cent, this week. Receiver Wolfe of the Firemen's says his company cannot nay a dividend antil Sentember. cannot pay a dividend until September.
Receivers Williams of the Home and Pennington of the Baltimore say they cannot predict when a dividend will be declared, and Receiver Warwick of the Old Town thinks its creditors will receive 90 cents on the dellar.

More National Bank Notes Than Ever.

On May 1 the outstanding circulation of national bank notes was, according to the statement of the Comptroller of the Currency, \$437,080,573, which is the highest recorded figure. It is an increase of \$2,170,-631 over the figures of April 1, and \$45,928,845 The increase over

above a year ago.

The increase over the figures of April 1 was almost entirely in ten and twenty dollar bills. Circulation based on United States bonds was \$397,802,781, an increase for the month of \$2,202,547 and for the year of \$50,238,428. Circulation secured by lawful deposits was \$39,277,792, \$31,916 below last month and \$4,709,831, below last. month and \$4,309,591 below last year. United States bonds amounting to \$399,795,140 were on deposit to secure circulation notes and United States bonds on deposit to secure public deposits were \$171,436,228.

Dividend to Atlantic Coast Line Syndicate.

J. P. Morgan & Co., as managers of the Atlantic Coast Line Railway Company syndicate, announced to the members of the syndicate yesterday that they had declared adividend of about 2 per cent. on the underwriting, which amounted to some \$35,900,000.
The dividend is the first paid to the underwriters, and is from the interest due May
1, 1804. The syndicate expired on Dec. 31,
but was extended for fourteen months.

Ore Association is Dead.

CLEVELAND, May 3 .- The Ore Association is a thing of the past. After futile efforts to reach an agreement on prices, the association to-day adjourned sine die. The decision to do this was reached this afternoon after a prolonged session.

\$3.384,350 in Gold From the Orient.

SAN FRANCISCO, May 3.-The steamer China, which has arrived from the Orient, brought a shipment of Japanese gold yen worth \$3,334,350 in United States gold coin.

GOSSIP OF WALL STREET.

A large proportion of that selling in Monday's session which was believed at the time to represent the liquidation of long stocks, and was, for that reason, the subject of much unfavorable comment, lost its significance resterday. It was evident that the floating or speculative supply of stocks had not been materially increased. Indeed, at intervals yesterday brokers reported a temporary scarcity of stocks around the room, the most notable example of this condition being found in Union Pacific, which advanced sharply on a comparatively small volume of trading. From the technical conditions observed yesterday one of two inferences seemed unavoidable-either that the Monday's filing referred to was not as significant as it looked or that the stocks had been very

Most of the stocks sold by Floyd-Jones & Most of the stocks sold by Floyd-Jones & Robinson on Monday were borrowed in the loan crowd yesterday forenoon, either openly by the firm itself or by Wasserman Bros., whose name, it was learned yesterday, Floyd-Jones & Robinson had given up very freely on the selling they did in Monday's session. It was said yesterday by persons who would It was said yesterday by persons who would be likely to know that altogether too much importance has been attached to the recent heavy selling of Steel preferred and other stocks on orders appearing to emanate from the office of Moore & Schley, a firm having important connection. The firm, it is said, has had nothing to do with this selling and

is displeased over the notoriety resulting from This might easily be true for the house it. This might easily be true, for the house in question very rarely appears conspicuously in the market, preferring to discharge important commissions through other brokers. The inference is that G. B. Schley, Jr., and other board members more or less intimately associated with the firm of Moore & Schley, Jr., and the property of the second members are also between the second members. have been employed by bear operators in order to make their selling look formidable. It was rumored on the floor yesterday that young Schley and one or two other brokers who have been used because of their known affiliations had been requested not to accept

Notwithstanding the evident failure of bear contingent to increase the floating supply of stocks, the borrowing demand that developed in the loan department yesterday afternoon seemed to denote a further extension of the short interest. The average lending rate was i per cent., but stocks for which there was a particularly urgent de-mand, such as Pennsylvania and Steel preferred, loaned at as low a rate as one-half of 1 per cent. There was nothing remark-able about that, however, in view of the fact that call money had loaned during the day in the open market as low as one-half of the per cent. There was also a very active demand for St. Paul, Atchison, Union Pacific, Baltimore and Ohio, and Metropolitan. Allowance must be made, of course, for the face that there is no object in lending stocks when call money may be had at 1 per cent. It is easier to borrow money and carry one's stock than to lend them. For this reason the lending of stocks becomes largely a matter of accommodation. "It has got so now," one trader complained yesterday after-noon, "that if you are short of stocks you This is a condition that makes a normal borrowing demand for stocks very conspicuous in the loan crowd. The demand is probably not as urgent as it seems.

At the end of the first hour yesterday an idle trader reflected cynically: "The strongest stocks are those that haven't been quoted

The extreme dulness yesterday, with prices doing just a little better than to hold their own, after a day of what had had every appearance of being liquidation, greatly encouraged the bullish minority.

Spiegelberg and traders offered Steel preferred down actively yesterday forenoon on the selling of brokers supposed to be acting for Moore & Schley and that also of Ellingwood & Cunningham. The stock sold at 55, which is the lowest price that has yet at 55, which is the lowest price that has yet been reached on this downward movement. There appeared to be some genuine support on that level, but the buyers simply took stock without bidding for it. Gates & Co. were prominent as buyers on this further decline, especially around 55. It is understood that the bear crowd intended, when it began its consistence where we to put the stock to its operations above 60, to put the stock to 55. That was the price, at least, which was then predicted for it. It is believed that there has been a good deal of short covering be-tween 56 and 55 for Western account under cover of selling on orders distributed among houses and brokers of the highest standing On the character of the recent selling of steel preferred and some other stocks, one of the big houses writes: "There is a shrewd suspicion that a bear party is working in the market and that they are employing conmarket and that they are employing con-servative and well known houses to sell stocks in order to give the impression that there is a renewal of liquidation. We are inclined to think that this suspicion is well founded, and we do not believe that the stocks are loosely held in Wall Street and can be forced

The seiling of United States Steel common yesterday down to 10 was thought to be an yesterday down to 10 was thought to be an expedient of the bear crowd, the object of depressing the common stock being to facilitate the covering of short contracts in the preferred. J. R. Williston and W. T. Hyde were prominent sellers of the common stock.

The adverse effect produced upon sentiment early in the day by the fresh weakness of Steel preferred was largely offset at midof Steel preferred was largely offset at mid-day by the conspicuous strength of Union Pacific, which had a maximum advance of 1% per cent. on a limited volume of trading. In the first hour Gates & Co. sold the stock rather freely, the room crowd following. It was rumored that the bear crowd, foregathering uptown on Monday evening, had planned a demonstration to be made, in Union Pacific, and other stocks, and Gates & Co.'s selling of Union Pacific at the outset of trading was thought to portend aggressions of a more general character. The bear element in the board room, therefore, was somewhat surprised when Gates & Co. turned and began to buy Union Pacific, taking stock all the way up to 84%. It was believed on the floor that an operator outside of the Stock Exchange had distributed small buying orders widely among brokers, designing that they should meet in the crowd all at about the same time, producing the effect about the same time, producing the effect of a temporary scarcity of stock and causing the shorts to feel unessy. Transactions in lots of from 200 to 500 shares largely predominated on the advance. The price seemed to advance easily. Chapman & Seaman and Popper & Sternbach started the movement.

The advance of Union Pacific caused a moderate rally all around. Wormer and his following went from stock to stock bidding prices up on the shorts. The short covering, however, was at no time urgent, the dispo-sition of a large proportion of traders being to put out more stocks on any small advance. The short interest, judging by all indications, was not reduced: if anything, it was increased, brokers thought, in the course of yesterdays highly professional operations.

J. M. Amory was prominent as a seller o Pennsylvania again yesterday. He was a heavy seller of the stock last week. It showed a good deal of strength during the day, the price advancing to 118 without bringing down any deluge of stock. Pennsylvania will sell ex-dividend 3 per cent. on Thursday, which would account for some scattered buying, perhaps, for both long and short account.

Professional sentiment was a trifle less pessimistic last night. The talent is still bearish, and heavily short of stocks, but there is an increasing number of traders who would on slight encouragement take the long side of the market for an upturn on technical conditions alone.

Business Troubles.

A petition in bankruptcy has been filed against the Case Law Company of 220 Broadway, which had a receiver appointed on March 21 in the Supreme Court. William C. Dewey, builder of 31 West Nine-teenth street, who built the Rotel Wolcott, has made a settlement with his creditors.

PHIPPS ON FINANCE COMMITTEE. Next U. S. Steel Dividend Meeting to Be

Late, Not Early, in July. The directors of the United States Steel Corporation reelected yesterday the present officers of the company and elected Henry Phipps a member of the finance committee

to succeed Charles M. Schwab.

The officers reelected are: E. H. Gary, chairman; William E. Corey, president; James Gayley, first vice-president; William B. Dickson, second vice-president; Francis Lynde Stetson, general counsel; Richard Lynde Stetson, general counsel; Richard Trimball, secretary and treasurer, and William J. Filbert, comptroller. George W. Perkins and Henry H. Rogers were reelected members of the finance committee, Mr. Perkins being reelected chairman.

Mr. Phipps, who now becomes a member of the committee in place of Mr. Schwab, is an experienced steel man, having been a member of the Carnegie Company, and is a heavy holder of Steel stocks. Francis H. Peabody resigned as a director and his partner, Robert Winsor, was elected in his stead.

The by-laws were amended by changing the date of the regular monthly meetings

The by-laws were amended by changing the date of the regular monthly meetings of the board from the first Tuesday of the month to the last Tuesday of the month. The reason for the change is that, under the by-laws as they previously existed, the question of dividends was considered on the first Tuesdays of April, July, October and January, for the quarters ending with the months of March, June, September and December. This necessitated action based on an estimate of earnings for the last month of the quarter. The change in the by-laws will give opportunity to ascertain the exact figures before the day of the meeting of the board.

CITY 3 1-28 BELOW 101.

Three Syndicates Get About All the \$87,000,000 Sold.

There were many bids for the \$37,000,000 of city bonds sold vesterday, but the prices were again far below the average prices of the last five years. All the bonds are 31/28; \$32,000,000 run fifty years and \$5,000,000 ten years. The fifty-year bonds went for about 100.84, and the short time bonds for

about 100.84, and the short time bonds for 100.13.

Of the fifty-year bonds \$31,163,500 went to two syndicates. J. & W. Seligman & O. and Edward Sweet & Co. got \$10,000,000 at from 100.88 to 101.53, while Kidder, Peabody & Co., Baring, Magoun & Co. and Fisk & Robinson secured \$21,163,500 at 100.7913. Of the short term bonds a syndicate made up of Harvey Fisk & Sons, Speyer & Co., Kuhn, Loeb & Co., the National City Bank and Vermilye & Co. secured \$4,562,550 on a bid of 100.08.

While there were two "all or none" bids, the price offered did not reach the average obtained by awarding the bonds separately. Comptroller Grout said that he was satisfied with the prices, in view of the condition of the money market. He had expected an average price of about 101. In 1901 there were six sales of 3½ per cents. at average prices of from 103.15 to 110.51. There were four sales in 1902, averaging more than 105, while the last of the six sales last year, which occurred just before the end of the Low administration, averaged 101.05. aged 101.05.

Money in Circulation.

WASHINGTON, May 3.-The amount of money in circulation in the United States on May 1 as estimated by the Bureau of on May 1 as estimated by the Bureau of Loans and Currency of the Treasury Department was \$2,532,645,135. This is an increase of a little more than \$16,000,000 in the last month and of more than \$58,000,000 since May 1 of last year. The general stock of money in the United States on May 1 was \$2,814,985,446. The per capita circulation is now larger than ever before, it being estimated at \$31.02.

FINANCIAL NOTES.

The International Bank, which is controlled by the International Banking Corporation, will increase its capital to \$500,000 and will open several branches in this city. open several branches in this city.

The steamship line of the American Smelting and Refining Company, which was established between this port and New Orleans some time ago, principally to carry the ore, bullion and fuel of the company, has been increased by the addition of three steamships. The line, which was found to be quite profitable through outside business, now consists of five steamers of \$200 tons, all under charter, and the sallings hereafter will be once a week.

S. H. Hardwick, general passenger agent of the Southern Railway Company, has been appointed passenger traffic manager to succeed the late W. A. Turk. W. H. Taylor, assistant general passenger agent, succeeds

assistant general passenger agent, succeed Mr. Hardwick.

Mr. Hardwick.

As a result of the recent change in control of the Thirty-fourth Street National Bank, by which E. R. Gould became president, the directors met yesterday and elected officers and directors as follows: William W. Smith and William Terry, directors: Dr. John P. Munn, first vice-president, Clinton E. Braine, second vice-president, and Walter R. B. Leaming, assistant cashier.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—TRIS DAY.
Sun rises.....4:57 Sun sets.....6:58 Moon rises....11:38 HIGH WATER-THIS DAY. Sandy Hook.10:52 Gov. I'd.... 11:24 Hell Gate..... 1:17 Arrived-TUESDAY, MAY 3.

Arrived—TUESDAY, MAY 8.

Sa Vaderland, Antwerp, April 22.

Sa Prinzesa Allice, Bremen, April 24.

Sa Prinz Adalbert, Genoa, April 18.

Sa Nord America, Genoa, April 18.

Sa Nord America, Genoa, April 18.

Sa Deutschland, Hamburg, April 17.

Sa City of Washington, Colon, April 27.

Sa Mestoo, Havana, April 28.

Sa Sarola, Savanilla, April 28.

Sa Sarnia, Savanilla, April 28.

Sa Sarnia, Savanilla, April 29.

Sa Zulla, La Guayra, April 19.

Sa Zulla, La Guayra, April 11.

Sa Denver, Galveston, April 21.

Sa Jonever, Galveston, April 22.

Sa Jamestown, Norfolk, April 22.

Sa Carib, Georgetown, S. C., April 29.

Sa Bracon, Philadelphia, May 2.

Bark Empereur Menelik, Dunkirk, March 28.

ARRIVED OUT. Ss Koenigin Luise, from New York at Gibraitar.
Ss Kaiser Wilhelm der Grosse, from New York
at Bremen.

Sa Kaiser Wilhelm II., from Bremen for New York. OUTGOING STEAMSHIPS.

D	Mails
all and the second second	Close.
Oceanic, Liverpool	5 30 A M
Antilla. Nassau	12 00 M
Sallor Prince, Argentine.	200 P M
Comus, New Orleans	1
Celorado, Galveston	
Iroquois, Charleston	
Iroquois, Charleston	
Princess Anne, Norfolk	
	morrow.
La Touraine, Havre	7 00 A M 1
Barbarossa. Bremen	********
Mottke Hamburg	********
Esperanza, Havans	8 00 A M 1
Ripley, Argentina	8 00 A M
Prins Willem III., Hayti.	. 10 00 A M
	12 00 M
Hubert, Para Byron, Pernambuco Trinidad, Bermuda El Paso, Galveston Monroe, Norfolk	12 00 M
Hubert, Para	9 80 A M 1
Byron, Pernambuco	800 AM 1
Trinidad, Bermuda	
El Paso, Galveston	*******
Monroe, Nortolk	
Sall Frida	y, May 6.
Caribbee. Bermuda	8 00 A M 1
Alene, Haytl	
Jason, Santiago	. 12 00 M
Sabine, Brunswick	
Sabine, Brunswick.	
Hamilton, Norfolk	
Apache, Charleston	
INCOMING	STRAMBULPS.
Due 1	To day.
Italia	T taban
Patria	Swanges



PUBLIC NOTICES.

PUBLIC NOTICES.

The City of New York, Office of the City Clerk, City Hall, New York, April 18, 1904.

Bush Terminal Railroad Company having presented its application to the Board of Aldermen of The City of New York, dated the 22d day of March, 1904, for a grant of the right or franchise to use the streets, avenues and highways of the Borough of Brooklyn, City of New York, hereinafter mentioned, for street railway purposes, and for the construction, maintenance and operation of a double track street surface railroad through, along and upon the surface of certain streets, avenues and highways, a fescription of such streets, avenues and highways, a fescription of such streets, avenues and highways, a fescription of such streets, avenues and highways help as follows:

Commencing at a polit where the centre line of Twenty eighth street, it extended, would meet running thence southerly upon and along private property to Second avenue at the former tide water line; thence southerly upon and along group of the second avenue to Forty-first street; thence wasterly upon and along Forty-first street to First avenue, and thence southerly upon and along Frist avenue, and thence southerly upon and along Frist avenue to the southerly died of Sixty-fifth street; together with the necessary connections, switches, sidings, turnouts, turntables, cross-overs and suitable stands necessary for the accommodation and operation of said railroad by the overhead system of electricity, or any other motive power which may be lawfully employed upon the same, all in the Borough of Brooklyn, City and State of New York.

Borough of Brooklyn, City and State of New York.

Now, therefore, pursuant to directions given by resolution of the Board of Aldermen of The City of New York, which was adopted on the 5th day of April, 1804, and approved by his Honor the Mayor of said City, on the 12th day of April, 1804, public notice of such application is hereby given, and that, at the Chamber of the Board of Aldermen, in the City Hall, in the Borough of Manhattan, and City of New York, on the 4th day of May, 1804, at 2 o'clock in the afternoon, such application of such rallway company will be first considered, and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforesaid, as an opportunity will then and there be given them to be heard in relation thereto.

P. J. SCULLY. City Clerk.

P. J. SCULLY. City Clerk.

PURSUANT TO STATUTORY REQUIREMENT.

notice is hereby given that an act, Printed No. 1068, Int. No. 247, has been passed by both branches of the Legislature, entitled

"AN ACT

IN RELATION TO THE COMMON LANDS FUND OF THE LATE TOWN OF GRAVESEND AND DIRECTING HOW SUCH FUND SHALL BE EXPENDED."

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's office, in the City Hall, in The City of New York, on Thursday, May 5, 1904, at 2 o'clock P. M.

Dated City Hall, New York, May 2, 1904.

GEORGE B. McCLELLAN, Mayor.

PURSUANT TO STATUTORY REQUIREMENT.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Printed No. 963, int. No. 65, has been passed by both branches of the Legislature, entitled

TO AMEND THE CIVIL SERVICE LAW IN RELATION TO VETERANS."

Further poster is breaky given that a Public LATION TO VETERANS."
Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's office. In the City Hall, in The City of New York, on Thursday, May 5, 1904, at 201 o'clock P. M. Dated City Hall, New York, May 2, 1904.

GEORGE B. McCLELLAN, Mayor.

PROPOSALS.

PROPOSALS—New London, Conn., April 5, 1904—Sealed proposals, in triplicate, will be received at office of Constructing Quartermaster, New London, Conn., until 12 M., May 5, 1904, for removing to new sites, remodelling and heating Guard House and Administration Buildings at Port Terry, N. Y. U. S. reserves right to refect or accept any or all proposals or any part thereof, information furnished on application. Envelopes containing proposals should be marked "Proposals for Removing and Remodelling Buildings at Port Terry, N. Y. and addressed to Constructing Quartermaster, New London, Conn. termaster, New London, Cona.

WEST POINT, N. Y., MAY 2, 1904—Sealed proposals, in duplicate, will be received here until 12 o clock noon, June 2, 1904, for Building Materials, Plumbing Materials, Gas and Steam Fittings, Hardware, Tools, Paints, Glass and other miscellaneous stores specified in schedules to be had upon application here. The right is reserved to reject or accept any or all proposals, or any part thereof. Enclose proposals in envelope marked "Proposals for Military Supplies," and addressed Quartermaster, West Point, N. T.

U. S. ENGINEER OFFICE, Army Building, New York, May 2, 1904—Scaled proposals for building stone sea-wall at Governors Island, N. Y. Harbor, will be received at this office until 12 o'clock noon, June 1, 1904, and then publicly opened. Information on application. W. L. MARSHALL, Major Engrs.

STEAMBOATS.

BOSTON AND POINTS IN
NEW ENGLAND.
FALL RIVER LINE, via Newport and Fall River.
Leave Pier 19, N. R., foot of Warren St., week days
and Sundays at 5:30 P. M. Steamers PLYMOUTH
AND PIER LINE, via New London. Leave Pier
40, N. R., foot clarkson St., week days only at
5:30 P. M. Steamers CHESTER W. CHAPIN and
CITY OF WORCESTER.
NEW HAVEN LINE for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at
Steamer RICHARD PECK.

PEOPLES LINE NEW YORK-ALBANY.

Str. Agirendack and Dean Richmend
ALTERNATING DAILY, EXCEPT SUNDAY.
New Steel Steamer C. W. MORSE, first trip,
Steamers sall from Pier 22, N. R., foot of Canal
St., 6 P. M., arriving at Albany in time for connections North-East and West. Telephone \$800—Spring.
EXCURSION, \$2.50.

JOY LINE. PROVIDENCE, \$1.50 EVERY BER DAY BOSTON DIRECT. \$2.50
From Pier 35, East River. 'Phone 800 Orchard.

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6 P. M., except Saturday. Direct rall-road connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill Hudson & Coxsackie Boats Leave Pier 43, N. R. week-days, 6 P. M.

OCEAN STEAMERS. EUROPE.

30 TOURS THIS SEASON, covering Europe from the Mediterranean to the North Cape, \$210 to \$1,040. Fares include all expenses. Illustrated booklets on request. Independent railroad and steamship tickets everywhere. 8T. LOUIS Tickets and tours to the World's Fair by all routes

THOS. COOK & SON, 261 and 1185 BROADWAY. 649 MADISON AVE., NEW YORK. CANADIAN PACIFIC RAILWAY.

Intended Steamship Sailings from Vancouver
of for Japan, China and Philippine Islands.
Empress of India...May 23 | R.M.S. Tartar...June 27
R.M.S. Ath entan...June 6 | Empress of China...July 4
Empress of Japan...June 18 | Empress of India...July 28

ANCHOR LINE. GLASGOW VIA LONDONDERRY.

Astoria.....May 7 noon | Furnessia...May 21, noon Anchoria...May 14 noon | Columbia...May 28, 4 P.M. First saloon, \$50 and up.
Second saloon, \$55 and up: third class, \$26 and up.
For Illustrated Book of Tours apply to
HENDERSON BROTHERS, 17 and 19 Broadway.

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 TonsNEW YORK—ROTTERDAM via BOULOGNE. Sailing Tuesdays at 10 A. M. Potedam. May 10 Noordam. May 31 Rotterdam May 17 Statendam June 7 Ryndam. May 24 Potsdam. June 14 Holland-America Line, 39 B'way, N. Y.

DAILY TREASURY STATEMENT Washington, May 3.—The cash statement of he receipts and expenditures of the Treasury ## This day. This month. Fiscal year.

| Receipts \$1,211,011 | \$3,212,282 | \$454,824,402 | Expenditures . 1,920,000 | 4,910,000 | 454,083,508 Deficit \$708,989 \$1,897,788 sur.\$700.804

The receipts from customs to day were \$78,958; from internal revenue, \$297,658; miscellaneous, \$181,394. National bank notes received for redemption, \$622,577.

The cash statement of the United States Treasurer for May 3 shows:

RESERVE FUND.

\$150,000.000

...\$134,883,191 ...169,177,917 123,745 SUB-TREASURY TRANSACTIONS. Loss to banks on day's transactions...

SINCE PRIDAT LAST.

Paid by Sub-Treasury to banks...

Paid by banks to Sub-Treasury... \$8,071,000 ... 16,500,000

RAILROADS.

Pennsylvania

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

For The leaving time from Desbrosses and Cortandt Streets is ave minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louis-ville. mg Cars. For Chicago, Indianapons and Educiville.

\$5.4. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Cars. Cincinnati, 18-25. A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cara. For Chicago, Cieveland, Toledo, and Detroit.

185. P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

485. P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car. 4.45 P. M. CHICAGÓ LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car.
 5.5 P. M. ST. LOUIS EXPRESS.—For Pittaburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).
 5.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
 7.55 P. M. PACIFIC EXPRESS.—For Pittaburg, Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

shelandoan vaney note: Confects to Ceteraliand, except Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9.55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car. WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25, *10:10 (Desbrosses and Cortlandt Streets 10:20, *10:55 a.m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25, "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:25, *4:25 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night, Sunday, 8:26, *9:25, *10:55 a.m., *12:35 (3:25, "Congressional Limited, all Parlor and Dining Cars), *3:25, *4:25, *4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY—Express, 12:55, 3:25, 4:25 p. m., 12:10 night daily. p. m., 12:10 night daily. ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily. SEABOARD AIR LINE RAILWAY.—Express, 12:55 P. M. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. CHESAPEARE AND OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily. FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:25 p. m. daily. ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

days.

CAPE MAY.—12:55 p. m. week days.

LONG BRANfill, ASBURY PARK, (Interlaken Sundays), Ocean Grove and Point Pleasant

(From West Twenty-third Street Station), 8:55

a. m., 12:25, 3:25, 4:55 p. m. and 12:10 night weekdays. Sundays, 12:10, 9:25 a. m. and 4:55 p.

From Desbrosses and Cortlandt Streets, 9:00

a. m., 12:30, 3:40, 5:10 p. m. and 12:15 night weekdays. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:25 (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortlandt streets, 10:20), *10:25 (Penna, Limited), *10:55 11:55 a. m., *12:55, *1:55, 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55 *8:25 3:55 4:25, *4:25, *4:55 (*4:55 Chicago Limited for North Philadelphia only) *5:56, 6:25, 7:55, 8:25, 9:25 (9:55 To North Philadelphia only) p. m. 12:10 night week-days. Sundays 6:05, *7:56, 8:25, *9:25 (*9:55 St. Louis Limited) 9:55 (*10:25 Penna, Limited), *10:35 a. m., *12:35, *1:55, *3:25, *3:25, *4:25 (*4:55 Chicago Limited for North Philadelphia only), *4:55, *5:55, 7:25, 8:25, 9:25 (9:55 for North Philadelphia only), p. m. 12:10 night. *Dining car. *8:25, 3:55, *4:25 (*4:55 Chicago Limited for North Philadelphia only), *4:55, *5:55, 7:55, 8:25, 9:25 (9:25, for North Philadelphia only), p. m. 12:10 night. *Dining car.

Ticket offices: Nos. 461, 1354, 113 and 261 Broadway; 182 Fifth avenue (below 23d st.); 263 Fifth avenue (corner 29th st.); 1 Astor House and stations named above: Brooklyn: 4 Court street, 860 Fulton street: 800 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check bargage from hotels and residences through to Ostination. Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, J. R. WOOD, General Manager. General Manager. Pass'r Traffic Manager. GEO. W. BOYD.
General Passenger Agent.



OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier 26 N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

Hamburg-American.

mi-weekly Twin-Screw Service.
PLYMOUTH, CHERBOURG, HAMBURG
THE GREAT OCEAN FLYER, S. S. Deutschland 6861; 11. long—231; knots average speed.
Salls May 12. June 9, July 7, Aug. 4.

*Moltke... May 5, 10 AM Patricla... May 21, 10 AM †Bulgaria... May 7, 11 AM Palistia... May 25, 2 PM Deuts'land, May 12, 3 PM †Bluecher, May 26, 3 PM Pennsylv, a, May 14, 4 PM Belgravia... May 28 4 PM Grillroom and †Gymnasium on board.

Mediterranean Service. New York—Naples—Genoa. By Superb New Twin-Screw Steamers First Cabin, \$60 4nd \$75, Upward, According to Steamer. SUMMER CRUISES

TO NORWAY, SPITZBERGEN, ETC. 2 GRAND CRUISES Around the World.

Send for programmes.

HAMBURG-AMERICAN LINE.

Offices, 85 & 87 Broadway. Plers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. Co. PLYMOUTH — CHERBOURG — BREMEN.
K. Wm. II..May 17, 7 AM | K. Wm. II..June 14, 6 AM
Kalser. May 24, 10 AM | Kalser. June 21 10 AM
Kronprinz. May 31, 7 AM | Kronprinz. June 27, 6 AM
OELRICHS & CO., 5 BROADWAY, N. Y.

AMERICAN LINE. PLYMOUTH-CHERBOURG—SOUTHAMPTON. Salling Saturdays, 9:30 A. M. Pier 15, N. R. Germanic May 7 Philadelphia May 21 St. Paul May 14 St. Louis May 28 ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT.
Only first-class passengers carried.
MINNETONKA. MAY 11.30 A. M.
MINNEHAHA. MAY 14. 4 P. M.
MINNEAPOLIS MAY 21. 10.30 A. M.
MESABA. MAY 28. 9 A. M.

NEW YORK—ANTWERP—PARIS.
Sailing Saturdays, 10:30 A. M. Pler 14, N. R.
Vaderland. May 7 | Zeeland. May 21
Kroonland. May 14 | Finland. May 28 WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Oceanic...May 1 in J. A. M. Majestic. May 25 10 A. M.
Celtic...May 13 4 P.M. Arabic...May 27 4 P.M.
Passenger offices, 9 Broadway.
Preight Offices, Whitehall Bidg., Battery Place.

RED STAR LINE.

CUNARD LINE

To Liverpool, via Queenstown.
From Piers 51-52, North River.
Lucania...May 7, 10 AM | Etruria ...May 28, noon
Umbria...May 14, noon | Lucania....June 4, 10 AM
Campania, May 21, 10AM | Umbria...June 11, noon
Tuesday Service.
Carpathia..May 17, 9 AM | Aurania ...May 31, 9 AM
Hediterranean-Adriatic Service.
New (1904) | SLAVONIA 10 505, tops Mediterranean-Adriatic Service.
New (1904) (SLAVONIA, 10,005 tons.
Twin-Screw S. S. PANNONIA, 10,200 tons.
Twin-Screw S. S. ULTONIA, 9,000 tons.
To Trieste and Flume.
Ultonia ... May 24, Noon | Pannonia ... June 21, Noon
Slavonia June 7, Noon | Ultonia ... July 5, Noon
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

AMERICA'S GREATEST RAILROAD." **NEW YORK** & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE. Via Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d street. New York, as below:

North and west bound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M., will alop at 125th street to receive passengers ten minutes after leaving Grand Central Station. 12.10 A. M.—AMDNIGHT EXPRESS.—Due Albany 5:35 A. M., Troy 6:40 A. M.—AMDNIGHT EXPRESS.—Due Albany 5:35 A. M., Troy 6:40 A. M.

7.54 A. M.—SYRACUSE LOCAL—Stops at all important stations.

8.30 A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Niagara Falls 5:35 P. M.

8.45 A.M.—FAST MAIL—24 hours to Chicago. Due Buffalo 7:10, Niagara Falls 8:07.

10.30 A. M.—FLOCAL EXPRESS.—Makes local stops. Due Rochester 11:10 P. M.

11.30 A. M.—LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—SOUTHWESTERN LIMITED.—Due Buffalo 11:00 P. M., Niagara Falls 11:35 P. M.

1.00 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 A. M.—S. Louis 6:45 P. M. next day.

1.00 P. M.—CHICAGO LIMITED.—24 hours to Chicago, via Michigan Central and Lake Shore Railroads.

2.45 P.M.—The 20th CENTURY LIMITED.—Due Albany 6:40, Troy 7:05 P. M.

3.40 P. M.—ALBANY EXPRESS.—Local stops A. M.—ALBANY EXPRESS.—Local stops A. M.—CHEROIT CHICAGO P. M.—ALBANY EXPRESS.—Local stops A. M.—ALBANY EXPRESS.—Local stops A. M.—CHEROIT, GRAND RAPIDS and

4.00 P. M. DETROIT, GRAND RAPIDS and CHICAGO SPECIAL -24 hours to Chi-P. M.—"DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.—24 hours to Chi-cago via Michigan Central. P. M.—"LAKE SHORE LIMITED.—2312-hour train to Chicago. All Pullman cars. Due Cleveland 7:05 A. M., Chichinati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day. P. M.—"WESTERN EXPRESS.—28 hours to Chicago, via both L. S. and M. C. P. M.—"MONTREAL EXPRESS.—Via D. & H. or Rutland. P. M.—"ADIRONDACK AND MONTREAL EXPRESS. 7.00 7.30 EXPRESS.
P. M.—BUFFALO AND TORONTO

8.00 P. M.—BUFFALO AND TORONTO SPECIAL. 9.20 P. M.—SOUTHWESTERN SPECIAL. 9.30 P. M .- PACIFIC EXPRESS .- Chicago 81

9.30 P. M.—*PACIFIC EXPRESS.—Chicago 81 hours by M. C., 38 hours by L. S.

11.30 P. M.—*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

*Daily. 1Except Sunday. Texcept Monday.

HARLEM DIVISION.

9:96 A. M. and 3:35 P. M. daily except Sunday to Fittsheld and North Adams. Sundays at 9:20 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th St., Grand Central and 125th st. stations, New York.

338 and 726 Fulton st., and 109 Broadway, Brooklyn.

Telephone "900 38th street." for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK CENTRAL ROUTE

BETWEEN

REW YORK AND BOSTON

VIA Springfield and the

BOSTON AND ALBANY RAIL-ROAD.

Trains leave at 19:02 A. M., 112 noon, *4.00 P. M.,

*11:00 P. M.

A. H. SMITH, GEORGE H. DANIELS,

Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R. (New York Central & Hudson River R. R., Leasee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:
*7:30 A.M.—For Intermediate points to Albany.
*11:20 A.M.—(1) Hudson and Mohawk Express.
*1:30 P.M.—Chicago Express.
*2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis.
*3:45 P.M.—(2) For Hudson River points & Albany.
*3:50 P.M.—For Syra, Roch., Buffalo, Clevel'd & Chicago.
*15:70 P.M.—For Syra, Roch., Niag. Falls, Det. & Chi.
*Daily. †Daily, except Sunday. Leave Brook.
*19 P.M.—For Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—For Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—For Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—For Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—Tor Syra, Roch., Niag. Falls, Det. & Chi.
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*20 P.M.—Tor Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—Tor Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—Tor Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—Tor Syra, Roch., Niag. Falls, Det. & Chi.
*20 P.M.—Tor Syra, Porton, Niag. Falls, Det. & Chi.
*20 P.M.—Tor Syra, Porton, Niag. Falls, De

N. Y. N. H. & H. R. R. and connections.
From Grand Central Station.
Leave.
From Grand Central Station.
By Way of 18:00 A.M. Hartford and Willimantie.
Springfield and Worcester.
Spring

READING SYSTEM. NEW JERSEY CENTRAL R. R.

South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND

MAUCH CHUNK—24:00 (7:15 Easton only),

9:10 A. M., 1:20, 4:40, 5:30 P. M.

Sundays 24:25 A. M., 1:20, 5:30 P. M.

WILKESHARRE AND SCRANTON—24:30, 9:10

A. M. 5:00 P. M. Sundays 24:25 A. M., 1:20 P. M. 9:10 A. M., 1:20, 4:30, 5:30 (5:45 EASTON ONLY) P. M. Sundays 24:25 A. M., 1:30, 5:30 P. M.

WILKESHARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:30 P. M.

LAKEWOOD, IAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 21:30 (3:40 Lakewood and Lakehurst only), 4:10, a5:00 P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M., ATLANTIC CITY—9:40 A. M., 13:40 P. M.

VINELAND AND BRIDGETON—7:45:00 A. M., (2*1:30 P. M.)

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—2:40, 8:30, 11:30 A. M., 11:20, 4:45, 5:30, 6:30, 11:50 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)—2:425, 7:20, 7:30, 9:30, 13:50, 4:50, 5:50, 16:50, 17:50, 19:00, 10:30, 11:45 A. M., *1:00, 12:3:40, *5:00, *7:50, 19:25 P. M. *12:15 mdt.

24TH AND CHESTNUT STREETS—44:25, 18:30, 10:30, *11:45 A. M., *1:00, 12:3:40, *5:00, *7:50, 19:25 P. M. *12:15 mdt.

READING HARRISHURG, POTTSVILLE AND WILLAMSPORT—4:40, 225, 18:30, #19:00, (10:30, 11:00 A. M., Reading only), #1:3:00, #1:20, 12:00, #1:40, #5:00 P. M. Reading, Pottsville and Harrisburg only, 4:00, 4:500 P. M. Reading, Pottsville and Harrisburg only, #4:00, #5:00 P. M. ZFrom Liberty Street only, *Daily, *Daily, *Daily, *Error Liberty Street only, *Daily, *Daily, *Daily, *Error Liberty Street only, *Daily, *Daily, *Error Liberty St. Ferry, South Ferry, 6 Astor Offices: Liberty St. Ferry, South Ferry, 6 Astor Daily, West 125th St., 245 Columbus Av., New York; 4 Court St., 3

ROYAL BLUE LINE.

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADELPHIA AND READING RY, and BALTIMORE AND OHIO B. R.
Leave South Ferry. Liberty St. Ferry.
Balto.-Washington. '10:25 AM '10:30 AM Buffet
Balto.-Washington. '10:25 AM '11:35 AM Diner
Balto.-Washington. '11:25 AM '11:45 AM Diner
Balto.-Washington. '12:55 PM '1:00 PM Diner
Regist. Limited'... '2:35 PM '3:40 PM Diner
Balto.-Washington. '4:55 PM '5:00 PM Diner
Balto.-Washington. '8:55 PM '5:00 PM Diner
Balto.-Washington. '8:55 PM '5:00 PM Diner
Balto.-Washington. '8:45 PM '5:00 PM Diner
Balto.-Washington. '12:25 PM '10:00 PM Diner
Balto.-Washington. '10:25 PM '10:00 PM Diner
Balto.-Washingt

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. "12:10 nt. "12:15 nt. Chicago, Columbus. "12:25 pm. "1:00 pm. Diner Pittsburg Limited" "6:55 pm. "3:00 pm. Buffet Cincianati, St. Louis "10:10 nt. "12:13 nt. Sieper Cincianati, St. Louis "10:25 am. "10:30 am Diner Cincianati, St. Louis "6:55 pm. "7:00 pm. Buffet Norfolk. "12:55 pm. "1:300 pm. Buffet Norfolk. "12:55 pm. 11:300 pm. Diner "Daily. 'Daily, except Sunday. Sunday only. Offices: 167, 201, 484, 1300 Broadway, 6 Astor House, 108 Grand St. N. Y.; 343 Pulton Street. Brooklyn; South Ferry and Liberty Street. Baggage checked from hotel or residence to destination.

LEHICH VALLEY. Foot of West 28d A. Cortlandt and Desbrosses Sts. B. Dally. † Except Sunday. Sunday changes: dis. 4.00. n5.25. z5.45

Manch Chunk Local 16.5 Au 17.00 Au Buffalo Express 17.50 Au 18.10 Au 18.20 Au 18.20

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sta.

18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Buffalo, Chicago and St. Louis.

11:40 P.M.—For Buffalo and Chicago.

14:00 P.M.—For Scranton and Plymouth.

18:10 A.M.—For Buffalo and Chicago.

18:43 P.M.—For Utica, Oswego, Ithaca, Buffalo.

2:00 A.M.—For Chicago—Sleepers open at 9 P. M.,

Tickets, 167, 429, 1183, 1434 Broadway, N. Y.;

Pulton st., Brooklyn. *Daily, †Ezcept Sunday.

PORT OFFICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending May 7, 1804, will close (PHOMPLTY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour sariler than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday.

Regular and Supplementary Mails close at For-eign Station (corner of West and Morton Streets) half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station). TRANSATLANTIO MAILS.

TRANSATLANTIC MAILS.

WEDNESDAY.—At 5:30 A. M. for EUROPE, per steamship Oceanic, via Queenstown.

THURSDAY.—At 7. M. for FRANCE, SWITZER-LAND, ITALY, SPAIN, PORTUGAL, TURKY, EGYPT, GREECE and BRITISH 18.

DIA per steamship La Touraine, via Havre (mail for other parts of Europe must be directed "per steamship, La Touraine").

SATURDAY.—At 6 A. M. for EUROPE, per steamship Germanic, via Cherbourg and Southampton (mail must be directed "per steamship Lucania, via Queenstown: at 8:30 A. M. for BUGDIUM direct, per ateamship Vaderland (mail must be directed "per steamship Vaderland"); at 8:30 A. M. for ITALY direct, per steamship Princess Irene (mail must be directed "per steamship Princess Irene"); at 9:30 A. M. for SCOTLAND direct, per steamship Astoria"; at 11 A. M. for DEN. MARK direct, per steamship Hekla").

After the closing of the Supplementary Trans.

After the closing of the Supplementary Trans-atiantic Mails named above, additional Sup-plementary Mails ere opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer. MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &C.

WEDNESDAY.—At 7:30 A. M. for JAMAICA, per attenship Captain Bennett, via Port Antonio: 10 A. M. for ST. K. ITTS, NEVIS, ST. EUNTA. ILLS, ST. MARTIN, BRITISH, DUTCH and FIRENCH GUIANA, per attenship Uller; at 12 M. (supplementary 12:30 P. M.) for BAHA. MAS, cor steamship Antilia; at 2 P. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Salior Prince.

THURSDAY.—At 3 M. for CURA, per steamship Ripley; at 8 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Ripley; at 8 A. M. for CURA, per steamship Ripley; at 8 A. M. for CURA, per steamship Experanza (mail for Mexico, via Progreso, Campeche and Vera Cruz must be directed "per steamship Experanza"); at 8 A. M. for BERMUDA, per steamship Trinidad; at 930 A. M. for BRAZIL, per steamship Byron, via Pernambuco, Bahia, Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Urra guay and Paraguay must be directed "per steamship Pyron"); at 10 A. M. for FAITI, per steamship Pyrons, at 10 A. M. for FAITI, per steamship Pyrins Willem III. (mail for Cape Haiti, Port de Paix, Gonaives, Jeremie, Curação, Venezuela, Trinidad, British and Dutch Guilana must be directed "per steamship Yumuri"); at 12 M. for BAR HADOS and NORTHERN BRAZIL, per steamship Hubert, via Para, Ceara and Maranham. FIDAY.—At 8 A. M. for BERMUDA, per steamship Jason (mail must be directed "per steamship Jason").

SATURDAY.—At 4 A. M. for NEWFOUNDLAND, per steamship Jason (mail must be directed "per steamship Jason").

SATURDAY.—At 4 A. M. for NEWFOUNDLAND, per steamship Jason (mail must be directed "per steamship Jason").

SATURDAY.—At 8 A. M. for NEWFOUNDLAND, per steamship Jason (mail must be directed "per steamship Jason").

SATURDAY.—At 8 A. M. for PERMUDA, per steamship Jason (mail must be directed "per steamship Jason").

SATURDAY.—At 8 A. M. for PERMUDA, per steamship Jason (mail must be directed "per steamship Jason").

SATURDAY.—At 8 A. M. for PERMUDA, per steamship Jason").

SATURDAY.—At 8 A. M. for PERMUDA, per steamship Jas MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &C.

MAILS FORWARDED OVERLAND, &C., EXCEPT
TRANSPACIFIC.

CUBA.—Via Port Tampa, Florida, closes at this
office daily, except Thursday, at 4530 A. M.
(the connecting mails close here on Mondays, Wednesdays and Saturdays).

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at
this office daily, except Sunday, at 130 P. M.
and 10:30 P. M. Sundays at 1 P. M. and 10:30
P. M. NEWFOUNDLAND (except Parcels-Post Mails).—
By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday).

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. Friderick steamer, closes at this office at 6:30 P. M. Friday.

MIQUELON.—By rail to Boston, and thence by steamer closes at this office daily at 6:30 P. M. BELIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 41:30 P. M. and 51:30 P. M. Sundays at 41:20 P. M. and 51:30 P. M. Connecting mail closes here Mondays at 91:30 P. M. (connecting mail closes here Mondays at 91:30 P. M.) and 51:30 P. M.). Sunday, at 91:30 P. M. and 91:30 P. M.). Sundays at 91:30 P. M. and 91:30 P. M.). Sundays at 91:30 P. M. and 91:30 P. M.). Sundays at 91:30 P. M. and 91:30 P. M.). Sundays at 91:30 P. M. and 91:30 P. M.). Sundays at 91:30 P. M. and 91:30 P. M.). Sundays at 91:30 P. M.]. Sundays at 91:30 P. M.].

TRANSPACIFIC MAILS FORWARDED OVER-The schedule of closing of Transpacific Mails is arranged on the presumption of their uninterrupted overland transit to port of salling. The final connecting mails (except Registered Transpacific Mails which close 6 P. M. previous day) close at the General Post Office, New York, as follows:

HAWAII, JAPAN, CHINA and PHILIPPINF. ISLANDS via San Prancisco, close at 6:30 6 P. M. previous day) close at the General
Post Office, New York, as follows:
HAWAII, JAPAN, CHINA and PHILIPPINE
ISLANDS, via San Francisco, close at 6:30 P. M., May 7th, for despatch per steamship
America Maru.
HAWAII, via San Francisco, close at 6:30 P. M.,
May 9th, for despatch per steamship Alameda.
CHINA and JAPAN, via Tacoma, close at 6:30 P. M.,
May 9th, for despatch per steamship Ning Chow.
CHINA and JAPAN via Vancouver and Victoria.
B. C., close at 6:30 P. M., May 17th, for despatch
per steamship Empress of India. (Merchandisc for U. S. Postal Agency at Shaaghai cannot be forwarded via Canada.)
CHINA and JAPAN via Saattle, close at 6:30 P. M.,
May 20th, for despatch per steamship Hyades.
NEW ZEALAND, ALSTRALIA (except West)
NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close at 6:30 P. M.,
May 21st, for despatch per steamship Sonoma.
(If the Cunard steamer carrying the British
mail for New Zealand does not arrive in time
to connect with this despatch, extra mails—
closing at 5:30 A. M., 9:30 A. M., and 6:30 P. M.,
will be made up and forwarded until the arrival of the Cunard steamer.
AUSTRALIA (except West), FIJI ISLANDS and
NEW CALEDONIA (Specially addressed only),
via Vancouve: and Victoria, B. C., close at
6:30 P. M., May 21st, per steamship Mowera.
TAHITI and MARQUESAS ISLANDS, via San
Francisco, close at 6:30 P. M., May 24th, for
despatch per steamship Mariposa.
PHILIPPINE ISLANDS, via San Francisco, close
at 6:30 P. M., May 27th, for despatch per U. S.
Transport.
NOTE.—Unless otherwise addressed, West Australia is forwarded via San Francisco etclusively.
CORNELIUS VAN COTT, Postmasier.
CORNELIUS VAN COTT, Postmasier.

CORNELIUS VAN COTT, Postmaster. Post Office, New York N. Y., April 29, 1904. BUSINESS CHANCES.

ENERGETIC BROKER OR PROMOTER wanted who can secure quickly \$10,000-\$20,000 to extend established meritorious manufacturing business worthy careful consideration, which will stand searching investigation; legitimate proposition of great possibilities; liberal terms to right man; fakers, don't apply (no advances); particulars interview only. PROFITABLE, box 188 Sun office. \$50,000 TO \$75,000 LOAN WANTED, secured by first mortgage bonds; capital required for the purpose of building high-class hotel and 15 octiages at a prominent resort; party connected with this proposition is of highest possible standing; he now owns and successfully runs one of the finest hotels in North Carolina; best of references furnished; liberal interest offered. Particulars at McDONALD-WIGGINS CO., 287 Broadway.

PROPERTY IN NEWARK, N. J.—10-room frame house, in select location; lot 25x107; all improvements; price, \$8,000, free and clear. Full particulars at McDONALD-WIGGINS CO., 287 Broadway. BEAUTIFUL COUNTRY HOME, containing is rooms, every possible improvement, situated in Arverne. Long island; commanding beautiful view of the ocean; price, \$20,000. For full par-MeDONALD-WIGGINS CO., 257 Broadway.

\$15,000 SECURES HALF INTEREST in pros-perous manufacturing business; plant in full opera-tion and located in Connecticut; very little com-petition in this line; one interest offered to investor references furnished and required. Apply to McDONALD-WIGGINS CO., 257 Broadway. ACTIVE OR SPECIAL PARTNER WANTED rith \$3,000 to \$5,000 in poultry business. Par-McDONALD-WIGGINS CO., 267 Broadway. PRINTING 10,000 CIRCULARS, \$1.50; cards and billheads, 40 cts. per 1,000; other work equally low. EDGAR PRINTING AND STATIONERY CO., 59 West 50th.

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